

Three Five Six FORUM

No. 18 Summer '84

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NEXT MEETING: 19 Aug 84, ANNUAL PICNIC. Hosted again this year by Bill and Jean Demeter at the Grosse Pointe Woods Park. Rules are the same: meet at the Demeter's house - 2017 Country Club Dr. - between 10 and 11 AM, and drive to the park as a group. ALL attending MUST call Bill (885-5694) so he knows how many to plan for. Bring your own lunch plus a dish to pass. Also bring swim suit, baseball stuff, Porsche, etc. (Porsche not a requirement, but makes good conversation.)

OUR LAST MEETING was the Carnival of Cars, and we had a rather small turn out despite the best efforts of Ted Stanek and Bud Baxley (better luck next year guys). Anyway, Bud, Ted, Dick Netlow, and I all got to be judges. Now, I worked on an assembly line one year, during school summer break, building Fords, but this was the first time I ever judged concours cars on an assembly line. I am sure the line at Ford moved slower, and they had a union steward. Unique. Pete Geiger won last year with enough points to put him in the senior division. But between Bud Baxley, Dick Netlow, and myself, we had enough cars to get Dick a well deserved trophy. Rob Johnston arrived a little late.....something about the night before.

HOLIDAY X: Sounds great in Williamsburg, Virginia, Labor Day weekend 31 Aug to 2 Sep. Jerry Kaiser tells me that 125 have already reserved, so you better hurry. Due to time restraints I suggest a direct call to Tami Kaiser, Chairman. If you have never been to a Holiday, the tenth one would be a good place to start. The event is only one weekend and designed to be low pressure and high fun. You will meet enjoyable people with common interests. There are optional side events, when you get tired of talking cars (I don't know anyone like this but Karen says there are people who get tired of cars!?). And your car doesn't have to look better than it came from the factory to participate. In fact if your Porsche is still "under restoration" you can take the family sled and still have a good time. Try it, you'll like it.

NEW MEMBERS: Vic recently went through his records and, comparing them with our mailing list, came up with about 25 new "members". If you are receiving this newsletter for the first time, thank Vic. The newsletter is still free (although donations are accepted) the purpose being to unite all local area 356 Porsche owners for their common benefit. However, if you are new to the 356 "movement" be sure to join the 356 Registry, it is the best \$13 bucks you can spend. Write to : Tom Oerther - Membership Chairman

5035 Salem Rd.
Cincinnati, OH 45230

Speaking of DONATIONS, the most recent benefactors to our financial cause are Pete Geiger and Brenda and Jim Perrin. Thanks, we all appreciate your help.

OTHER DONATIONS: In response to my plea for a newsletter editor to alleviate my overcrowded schedule, I got a favorable response from the Canadian connection, and also from Pete Geiger. I really appreciate this input and hopefully it will be an incentive for others to contribute their experiences and opinions also. Their articles follow.

First from Rob Johnston:

On our way to the New Hampshire 356 Holiday, I noticed the speedo' on my Conv. D waving back and forth erratically, covering an area of about 20 mph. Must be the speedo cable hanging up in its tube, I thought to myself. Sure enough, as I expected, the speedo quit a few miles down the road, and the rest of the trip was made without one.

When I returned home I purchased a new speedo cable and installed it. A quick test drive revealed still no speedometer, and further investigation showed the brand new cable twisted off at the grease cup at the front wheel, exactly where the last one broke. At that point I decided to seek advice from higher places.

During the Spring 356 meet at Ron Roland's, I was able to corner both Ron and Vic Skirmants and ask them what would break a brand new speedo cable? They replied, almost in unison, "did you check for a siezed speedometer?"

After removing the speedo and checking it with a small screwdriver inserted into the drive dog in the back, the resistance to rotation told me it was indeed siezed. The silly thing had broken both my original cable and a brand new one. A smart 356 pilot would have disconnected the cable at the first sign of seizure. Oh well, now I needed both a new cable and a new speedo.

Ron had both items in stock, but a quick check of my parts stash yielded an early 912 speedometer with a green face. But the voices said, "912 speedos run off a cable from the transmission, not the front wheel"! I installed it anyway, and a test drive showed it would work with the 356 cable, and it was accurate, plus or minus the usual amount.

The 912 part uses a different chrome bezel than the 356 part, but these are easily interchanged. The trip odometer, zero setting mechanism has a nice long control cable, making it easy to reset zero miles with no under dash fumbling. Cosmetically the 912 speedo has 10 mph graduations, rather than 20 mph graduations as on the 356 speedo. I like the extra numbers on the 912 part, and it looks nice next to my Carrera 2 tachometer.

Pete Geiger writes - Dear Ron:

Thought maybe you would like to hear of the car show in flint to benefit the Sloan Auto Museum. (Ned Fellers has been trying to get me to publicize this show for several years, but my timing with the newsletter has been poor as you all know. But keep this show in mind for next year. Ed.)

As you know it's held about the same time every year, around July 10th, and open to all vehicles from pre 1916 to the very latest fiberglass kit cars. This year there were a total of 993 cars. The show is held on the Art Museum Cultural Grounds, a very delightful place. Unlike a lot of shows this was very pleasant, with lots of trees, some vendors, a very nice flea market, and a party store two blocks down.

The show is a two day affair, although you don't have to go for both days. I went up early on Sunday and am sorry I didn't go for two days. I thoroughly enjoyed myself. Saturday (the first day) they have a parade (limited to the first 150 cars - so they say) and I suppose they show them too; Sunday they just have the show. Everyone who enters (\$5 bucks in advance - \$6 at the gate) gets a little metal plaque and voting card (incl pencil), just as in the Holiday East, to vote for your favorite cars. If you do it right it takes all morning, there are some beauties there. Prizes are offered in all categories,

three to a group, and they have best of show, most unusual, etc. There are also hourly prizes (minor ones) if you deposit your ticket stub in the right spot. This year they gave away (for a \$1.00 donation) a 1920 Ford Model T, that was donated, and was actually in the Sloan Museum at one time. A gentleman from Lapeer won it.

Now to the important stuff. There weren't many 356ers there. Besides myself there was Ned Fellers with his '58 Speedster, and Don Gilbert with his blue '57 coupe. We were the only ones with cars. Wilhelm Vanderhorst (who said that he had three in his garage) and Bruce Foote were also there. We really needed a better contingent to represent our beloved Tubs. But.....I'm hoping that maybe before the next show we can publish enough early information to entice a whole group of 356s to show up. Unfortunately we were classed under the heading "sports cars - other". We had to compete with the likes of Gull - Wing Mercedes and Ferraris. 1st place went to a lovely 1962 Mercedes 190 SL. 2nd place went to a Ferrari (fairly recent vintage) and 3rd place went to another Mercedes, I think. We got a lot of comments from passersby of "Oh, that looks like a VW engine!" Hot dog!

I think the nicest thing about the day was the fact that we could get out of the sun and relax on the grass. Even had my car in the shade. Wife packed a picnic and had a terrific time. Also, no outdoor johnies. Restrooms inside. A little different judging from the Carnival of Cars in Utica, but a heck of a lot nicer.

See you next year!

Pete Geiger.

And last, but certainly not least, Dave Weston:

I would like to thank Ron Roland for keeping this newsletter alive. The articles he has written have been instrumental in the reconstruction of my convertible D. In appreciation of Ron's hard work I am compelled to oblige his recent requests for additional articles from other club members.

"SECRETS OF THE INNER CIRCLE"

I recently completed the rebuild of the normal engine that came with my car. Although the engine ran when I got it, the sounds that emanated from the bottom end of the power plant compelled me to start tearing it apart. Sure enough, 1/16" rod play on a bent rod, broken rings and a scored crankshaft were the causes of all the noise.

Before I went any further, I purchased a book called "Secrets of the Inner Circle" by Harry Pellow. The book arrived in a 2" padded binder and I found it to be just what I needed. Besides the engine assembly section, Mr. Pellow writes about disassembly, how to purchase a 356, engine case and casting numbers, tools, etc, etc.

With regards to the assembly, the book goes into extreme detail of almost every aspect of the 356/912 engine rebuild. It mentions little tricks along the way that save you time and money (and Engines). The text describes adding on those items that are not stock, and makes better use of stock items for the engine. As you are assembling things, Harry tells you exactly what size nuts and bolts, as well as washer type, to be used. (Great for that original look)

In addition to the engine building, "The Maestro" (as he proclaims himself) gives very good tips on start up, installation, break-in, trouble shooting, maintenance, VW/356 swapping guide for engine parts, even a section on what to sell and what to buy at a swap meet.

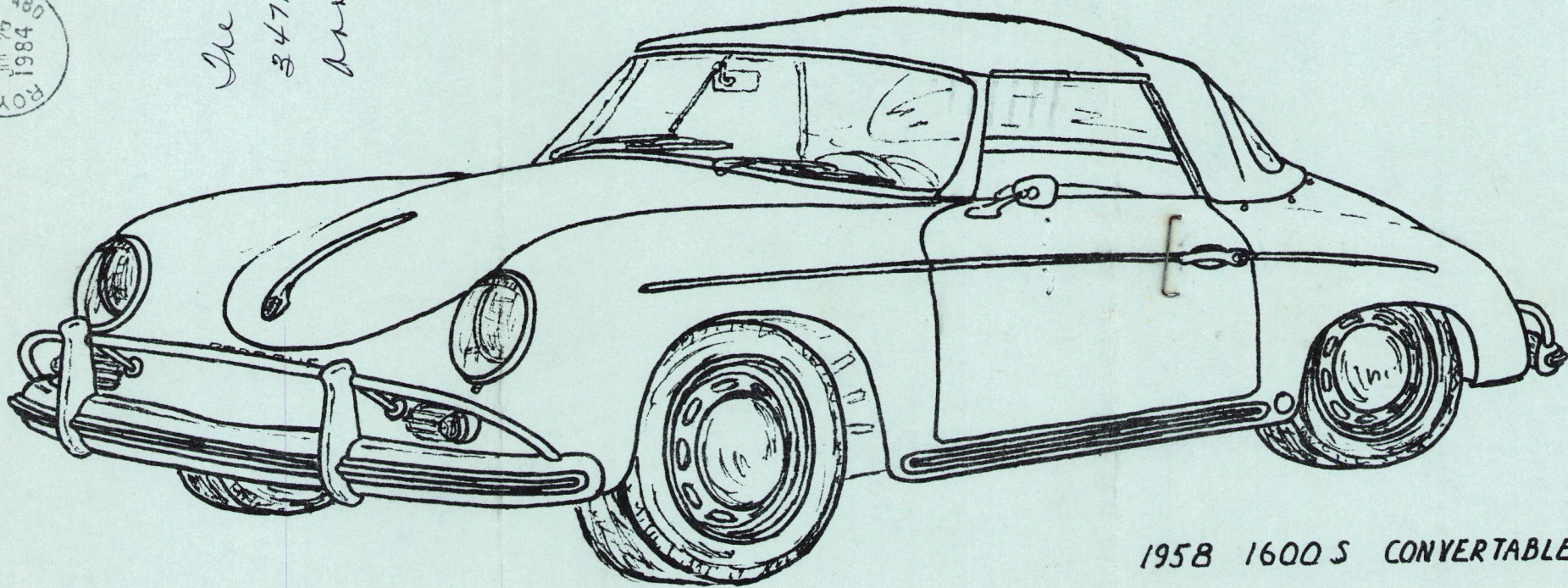
I could have had Vic rebuild my engine and saved myself a lot of worry about making mistakes, but I chose to do it myself as a learning experience, and this book saved me a lot more than its \$30 purchase price. I recommend it, highly.

Dave Weston

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1958 1600S CONVERTIBLE D